

mental uses. It is home to numerous public facilities — including the Nebraska State Capitol, the University of Nebraska-Lincoln’s main campus, and County-City Building — as well as private endeavors— including financing, insurance, and other business services. Downtown Lincoln has historically served as the community’s dominant center of entertainment. A key element to this role has been the long standing and successful “theater policy.” This policy has allowed Downtown to retain an appreciable share of the area’s movie theaters. It is intended that this policy would continue as part of the present Plan.

Other examples of existing or developing Regional Centers include the UNL Technology Park, N. 27<sup>th</sup> and Superior Street Subarea, and S. 84<sup>th</sup> Street and Highway 2.

## **MARKET AREA**

The market area of Regional Centers may cover the entire planning area and even counties within several hours drive of the center.

## **CENTER SPACING**

Regional Centers should be located approximately four to six miles apart, depending upon their size, scale, function and area population.

## **LOCATION CRITERIA**

The location of existing Regional Centers are shown in the Comprehensive Plan. Several of these centers are still under development. There are sufficient Regional Centers at this time for the community. Additional new Regional Center(s) are not designated at this time in the Plan.

Regional Centers should be geographically well dispersed throughout the Lincoln urban area based on the Center Spacing guidelines noted above. The community will not require market studies to determine the economic impact of new centers on existing development. However, new Regional and Community Centers will be sited in the Comprehensive Plan, so that the potential impact on existing centers may be considered as part of the siting process. (Market impact studies will still be required for movie theaters).

## **DEVELOPING CENTERS**

Centers are planned or underway at:

- S. 84<sup>th</sup> and Highway 2 -- Comprehensive Plan Amendment No. 03018 redesignated the future land use on a 44 acre tract of land located on the northeast corner of 91<sup>st</sup> Street and Highway 2. The Amendment changes the intended uses on this tract from “urban residential” to “commercial,” and extends the “parks and open space” buffer along Highway 2. This Plan amendment is meant to provide greater market and design flexibility in the development of the previously approved planned mixed use regional center on this site. This redesignation of land uses on the 44 acre tract is made under the following conditions: (1) the “P.M. peak hour trip cap” contained in the approved Annexation and Zoning Agreement for the Regional Center site remains unchanged (which recognizes the severe capacity limitation along the Highway 2 travel corridor and the community’s desire to promote this corridor as a “desirable entryway” in the city); (2) the commitment to the pedestrian/biker trail along this site remains in place; (3) development of this area will respect the site’s natural and environmental features; (4) elimination of the “Special Residential Use” condition on this site and the elimination of the “Transitional Use” designation on the northwest corner of the intersection of 91<sup>st</sup> and Highway 2; (5) the development remains committed to a mix of commercial and residential uses as part of a cohesive activity center; and (6) retention of all other goals and conditions of the “Southeast Lincoln/Highway 2 Subarea Plan.”
- N. 27<sup>th</sup> Street Corridor
- UNL Technology Park in the Highlands

## PROPOSED LOCATIONS

Since several Regional Centers are still under development and will take years to develop due to their size and scope, it is anticipated that they will serve the community's demand for Regional Centers well into the planning period.

## C COMMUNITY CENTERS (C)

### CENTER SIZE

Community Centers may vary in size from 300,000 to nearly a million square feet of commercial space. Typically, new Community Centers will range from 300,000 to 500,000 square feet.

### DESCRIPTION

Community Centers are intended to be smaller in scale and intensity of uses than Regional Centers and serve a more targeted market and geographic area. Community Centers tend to be dominated by retail and service activities, although they can also serve as campuses for corporate office facilities and other mixed-use activities. When properly located, some light manufacturing or assembly when accessory to an office function may be allowed.

One or two department stores or "big box" retail operations may serve as anchors to the Community Center with smaller general merchandise stores located between any anchors or on surrounding site pads, such as Edgewood Shopping Center at S. 56<sup>th</sup> Street and Highway 2.

Examples of existing single use centers are the office parks for Firethorn/ Lincoln Benefit Life Office Park at S. 84<sup>th</sup> & Van Dorn, and the State Farm Office Campus at S. 84<sup>th</sup> & O Street. Other centers may have more of a mix of retail, office and residential uses such as Williamsburg Village at S. 40<sup>th</sup> and Old Cheney Road.

### MARKET AREA

Community Centers can have a community wide appeal but primarily serve a geographic subarea within Lincoln and surrounding areas within the County. Depending on the mix of stores and other shopping opportunities in the area, existing Community Centers can have a market area that is quite extensive, even rivaling some Regional Centers.

### CENTER SPACING

Community Centers should be located approximately two to three miles apart, depending upon their size, scale, function and area population.

### LOCATION CRITERIA

The general location of future Community Centers should be indicated in advance in the Comprehensive Plan. These locations are not intended to be site specific but rather to suggest a general area within which a Community Center might be developed. The Plan recognizes the strong need to further and support an evolving marketplace. Thus, the exact location of a Community Center should be designated in the Comprehensive Plan as part of the development review process.

The community will not require market studies to determine the economic impact on existing development. However, new Regional and Community Centers will be generally sited in the Comprehensive Plan so that the potential impact on existing centers may be considered as part of the siting process.

Community Centers should be geographically well dispersed throughout the Lincoln urban area based upon the center spacing guidelines noted above.

## **DEVELOPING CENTERS**

Centers are planned or underway at:

- Stonebridge Creek at N. 27<sup>th</sup> and Interstate 80
- Fallbrook at Highway 34 and N. 1<sup>st</sup> Street
- Vavrina Meadows at S. 14<sup>th</sup> and Yankee Hill Road
- S. 27<sup>th</sup> and Yankee Hill Road
- Lincoln Benefit Life/Firethorn at S. 84<sup>th</sup> and Van Dorn
- S. 70<sup>th</sup> and Highway 2
- N. 84<sup>th</sup> & Holdrege Street

## **PROPOSED LOCATIONS**

As urbanization occurs over the planning period, the demand for new, additional Community Centers will increase. Proposed generalized locations for the new Community Centers are as follows:

- Homestead Expressway (a.k.a., West Beltway) and West Denton Road
- S. W. 12<sup>th</sup> near West Pioneers Boulevard
- N. 84<sup>th</sup> & Adams Street
- N. 56<sup>th</sup> Street and Arbor Road
- West A Street and S. W. 27<sup>th</sup> Street
- N. 98<sup>th</sup> and O Street
- S. 40<sup>th</sup> in the general vicinity of Rokeby Road to Saltillo Road

## **SITING PROCESS**

The locations of the Community Centers shown in the plan are generalized. It is anticipated that the center will develop somewhere within a ½ mile of the location shown in the Plan. As part of major development proposals that include proposed Community Centers, the exact location of the Community Center for that area should be determined and a Comprehensive Plan Amendment forwarded for consideration.

## **FLOOR AREA INCENTIVE**

New Community Centers will typically range from 300,000 to 500,000 square feet. However, centers that follow most, if not all, of the incentive criteria listed at the end of this section, may be appropriate to develop with some additional space over 500,000 square feet:

# **N** **NEIGHBORHOOD CENTERS (N)**

## **CENTER SIZE**

Neighborhood Centers typically range in size from 150,000 to 250,000 square feet of commercial space. Existing centers may vary in size from 50,000 to 300,000 square feet.

## **DESCRIPTION**

Neighborhood centers provide services and retail goods oriented to the neighborhood level, such as Lenox Village at S. 70<sup>th</sup> and Pioneers Boulevard, and Coddington Park Center at West A and Coddington. These smaller centers will not include manufacturing uses.

# UTILITIES

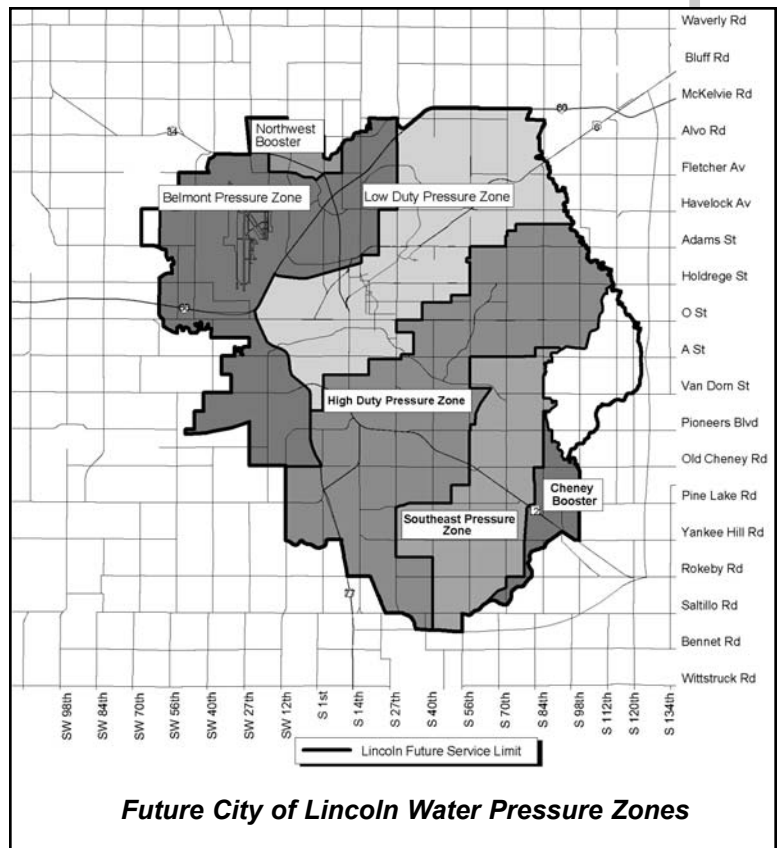
*There are many challenges facing the community in providing utilities in the future. As the infrastructure of the community ages, increased maintenance and replacement will be necessary. Sometimes the construction of new utilities conflicts with existing land uses. New technologies may be able to reduce some impacts while others may increase potential impacts. Perhaps the greatest challenge will be to provide for financing all of these improvements — a topic discussed in the “Future Conditions - Financial Resources” section.*

*This section first looks at a number of overall guiding principles, and then considers the future of individual utilities including water, wastewater, stormwater management and flood control, solid waste, electric services, street maintenance, natural gas service, cable franchise, and telecommunications.*

## OVERALL GUIDING PRINCIPLES

Continue the City’s growth policy of contiguous urban growth. Urban development will occur in areas immediately abutting the city that reflect a logical and timely extension of urban infrastructure.

The City of Lincoln shall only provide water and wastewater service to properties located within the corporate limits of the city. This policy provides for contiguous growth, allows for efficient long range planning and cost effective construction and management of the system.



**Future City of Lincoln Water Pressure Zones**

# **W**ATER SERVICES

## **LINCOLN WATER SYSTEM AND COUNTY WATER RESOURCES**

The Public Works and Utilities Department has completed the Lincoln Water System Facilities Master Plan. The plan is a guide for short term and long term improvements to the infrastructure of the Lincoln Water System during the planning period, as well as potential service extensions beyond Lincoln's anticipated future service limits.

The projected maximum day water demand for year 2025 is 141 million gallons per day (MGD), and for 2050 is 205 MGD based on the assumed population growth rate of 1.5% per year. Additional supply, treatment, and transmission improvements will be necessary to meet these growing demands. The well fields currently owned by the Lincoln Water System have a projected maximum capacity below the projected need for the year 2050. Additional well field property and water rights will need to be acquired to meet these demands.

Lincoln's drinking water currently meets all of the Federal regulations regarding water quality. As new drinking water regulations are implemented, additional treatment may be required.

If substantial additional residential development occurs on acreages and in the towns served by the Rural Water Districts, additional improvements to their systems will probably be necessary.

## **GUIDING PRINCIPLES**

Development proposals should ensure that there is adequate quantity and quality water available to serve their project without impacting adjacent water service.

Development actions should not impact Wellhead Protection areas or the municipal water wells serving towns.

Utility improvements shall be in accordance with the Lincoln Water System Facilities Master Plan and the Comprehensive Plan. The Lincoln Water System Facilities Master Plan will guide future actions and serve as the basis for facilities planning and improvements.

## **STRATEGIES**

Property owners are responsible for the cost to alter the boundaries of the Rural Water District and have their land removed from the district's service area, prior to annexation. The City of Lincoln will be the sole public water district within the city limits. The City of Lincoln and Lancaster Rural Water District No. 1 and Cass County Rural Water District No. 2 should explore options to provide for the systematic expansion of the city water service into the jurisdiction of the rural water districts.

Continue to encourage water conservation practices with the development of the City and County.

Many Lancaster County water users are on private well systems. The Lincoln-Lancaster County Health Department enforces standards on wells. The Lower Platte South Natural Resources District is maintaining a Groundwater Management Plan for the County to ensure the protection of this resource.

# WASTEWATER SERVICES

## LINCOLN WASTEWATER SYSTEM AND COUNTY AREAS

The Public Works and Utilities Department has completed the Lincoln Wastewater Facilities Plan. The plan is a guide for short term and long term improvements to the infrastructure of the Lincoln Wastewater System during the planning period, as well as potential service extensions beyond Lincoln's anticipated future service limits.

### GUIDING PRINCIPLES

The City's collection system, in general, will continue to be a gravity fed system that is designed to accommodate urbanization of drainage basins and sub-basins. This system encourages orderly growth within the natural drainage basin boundaries. This policy encourages urban growth from the lower portion of the drainage basin and prohibits pumping of wastewater across basin boundaries. Explore alternative methods, such as lift stations, where practical.

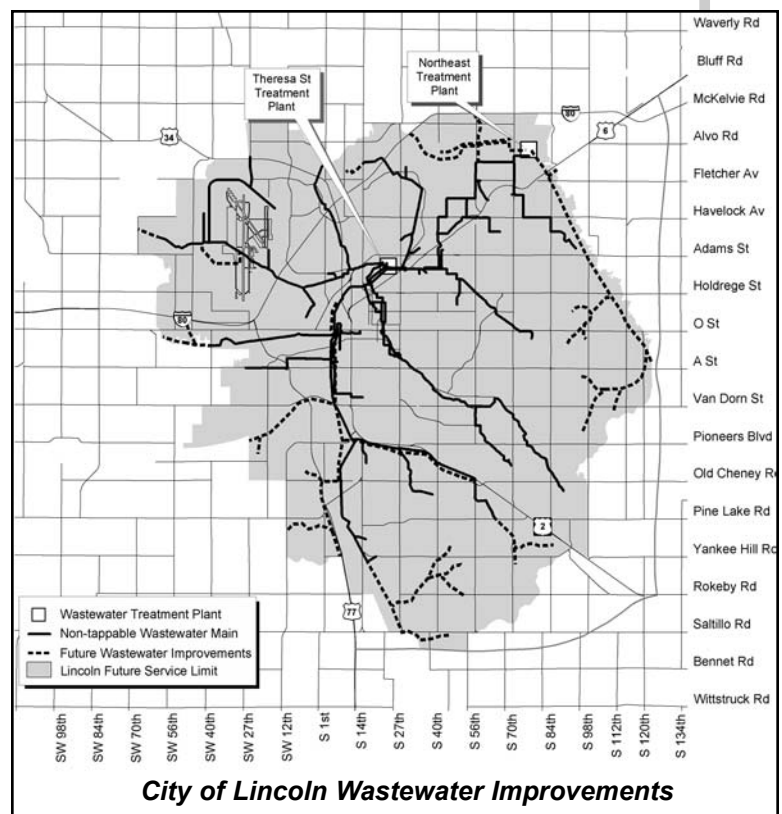
Development proposals should ensure that there is an adequate on-site wastewater system to serve their project without impacting adjacent properties. However, in urban areas, it may be necessary to create assessment districts if a sewer line crosses abutting properties.

Utility improvements shall be in accordance with the Lincoln Wastewater Facilities Plan and the Comprehensive Plan. The Lincoln Wastewater Facilities Plan will guide future actions and serve as the basis for facilities planning and improvements.

### STRATEGIES

Maintain and expand programs to recycle and reuse treated wastewater effluent and bio-solids where appropriate.

Much of Lancaster County is not on a community wastewater system, but is served by private, on-site, waste disposal through septic systems and lagoons. Lancaster County has adopted standards for on-site wastewater standards for on-site wastewater treatment systems that are enforced through the Lincoln-Lancaster County Health Department. Larger point sources and community systems are reviewed and approved by the State of Nebraska Department of Environmental Quality.



# WATERSHED MANAGEMENT

## COMPREHENSIVE WATERSHED MANAGEMENT

The City of Lincoln is in the process of developing an integrated watershed management program combining previously separate floodplain and stormwater management initiatives. This approach recognizes that floodplains, tributaries, and upland areas are all part of a comprehensive, integrated watershed system.

A comprehensive watershed management program will need to incorporate a range of strategies including land use planning, conservation efforts, appropriate standards for floodplains and stormwater, flood warning system development/expansion, stream stabilization, stormwater storage basins, and other structural flood control efforts.

As part of the overall watershed management program, the City is also developing a Master Watershed Management Plan. This plan will provide information and computer models to aid in analyzing stormwater management alternatives. A Beal Slough Stormwater Master Plan has already been prepared and adopted by the City. Similar management plans for other basins will be created and implemented by the City. Such plans are formulated in cooperation with other local, state and federal agencies.



A comprehensive approach to basin planning is crucial as development expands into new watersheds around the Lincoln city limits. Basin master plans ultimately need to be integrated into a unified watershed management master plan for the City of Lincoln and its projected growth areas. Ideally, a watershed master plan would be completed and adopted prior to urban development occurring within a new basin. This would allow projects and recommendations in the master plan to be considered during the review of specific development proposals.

Regional detention sites should be identified and sites reserved in early planning stages. Master planning and the performance and adequacy of stormwater storage basins to prevent increases in peak flows will require continued assessment with the growth of the City. Upstream detention is critical to preventing further increases to the floodplain. Detention facilities should be identified and developed in a manner that causes minimal adverse impact to existing residential, agricultural and other land uses.

## FLOODPLAIN MANAGEMENT

The Mayor's Floodplain Task Force is charged with recommending revisions to the existing floodplain standards. These revisions should address the natural functions of floodplains and reduction of future flooding hazards in Lincoln and Lancaster County, while being sensitive to business, environmental and neighborhood interests. Such changes should also recognize the need to sustain long-term economic development opportunities. The Task Force is expected to complete their work by the summer of 2002.

There is an opportunity to reduce the risk of flood damages to life and property and to preserve the important functions of floodplains by designating areas for future urban development outside of floodplain and floodway areas. This would preserve the important natural and beneficial functions of floodplains, including flood storage and conveyance properties. Designating areas for development outside of floodplains and floodways would have the additional benefit of reducing the extension of public infrastructure to develop flood prone areas where future flood damages may occur.

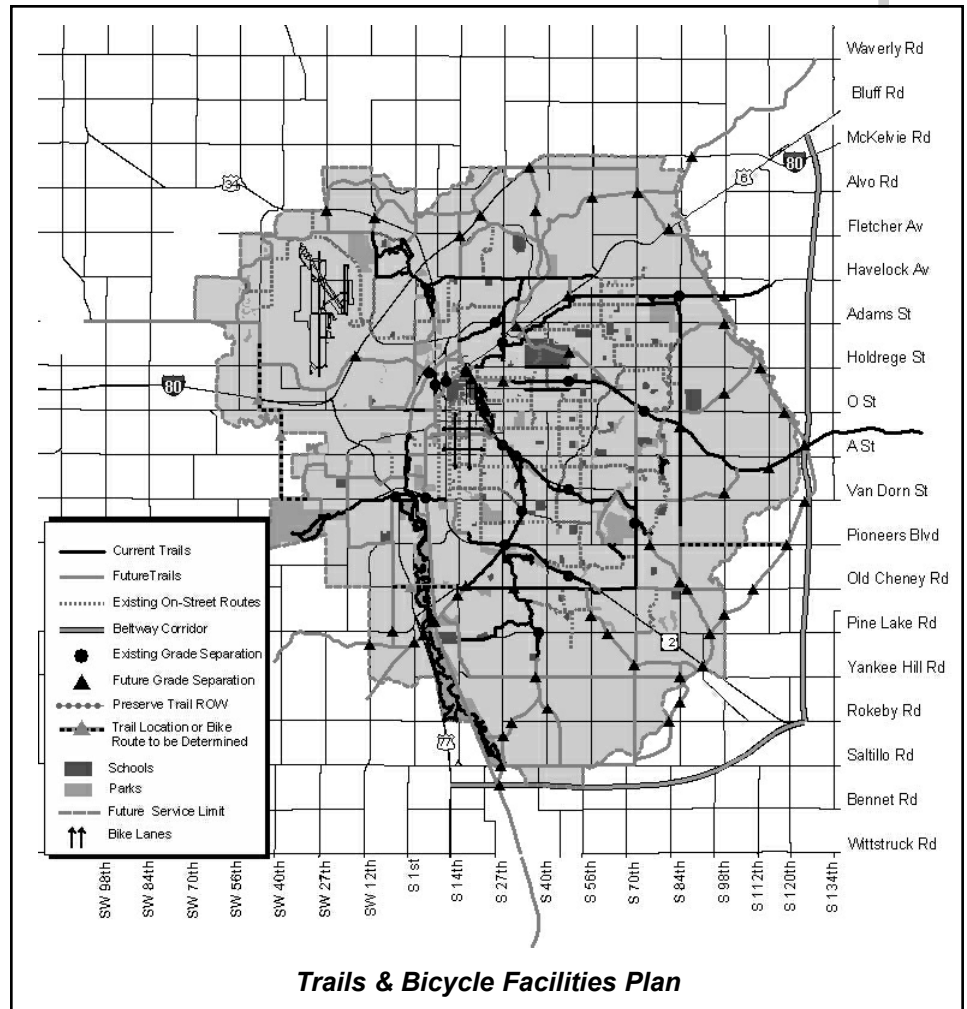
## BICYCLE AND TRAILS STANDARDS FOR DEVELOPING AREAS

Bicycle and trails standards should be prepared for public and private developments. These standards should consider existing and future activity centers. The standards should be realistic and easy to understand. Checklists may be used to implement the standards.

Bicycle and trails standards should identify key destinations, and plan for bicycle and trails facilities to and from these locations. Key destinations include schools, parks, trails, and activity centers.

### *Strategies: Bicycle and Trails Standards for Developing Areas*

- Develop minimum bicycle and trail standards for all new roadways and reconstruction of existing roadways.
- Encourage minimum bicycle and trail standards for private developments to provide bicycle and trails facilities connecting key destinations such as schools, parks, and activity centers.
- Select and implement a near term bicycle facilities demonstration project embracing best engineering practices, bicycle design standards, and minimum Federal guidelines.
- Explore opportunities to develop trails within rail corridors proposed to be abandoned as an interim transportation use.
- Explore opportunities to combine trails within active rail corridors where linkages are needed, and rail traffic volume is low.



- Develop an interconnected system of trails that utilizes drainage channels and greenway corridors when feasible. Trail routes adjoining major streets should only be considered in establishing trail connections over ridgelines between drainage basins.
- Consider the location and alignment of trails in reviewing development applications. Request that the platform for trails be graded in conjunction with the associated development.
- Grade separated crossings are to be considered in conjunction with all new construction and reconstruction of transportation projects at all trail/arterial street intersections that do not coincide with arterial/arterial street crossings.



## **BICYCLE AND TRAILS FACILITIES COORDINATION**

The City should clearly identify the organizational responsibility for bicycle and trails facility planning, design, engineering, and implementation. This should include responsibility for reviewing and developing bicycle and trails facilities policies and standards for public and private developments, addressing bicycle and trail improvements needs, developing and updating the Bicycle and Trails Facilities Plan Map, applying for state and federal grants, and prioritizing improvements.

### ***Strategies: Bicycle and Trails Facilities Coordination***

- Identify the City agency (or agencies) responsible for coordinating each aspect of the Bicycle and Trails Facilities Plan.

## **LANCASTER COUNTY BIKEWAYS**

The community should seek to expand bicycling opportunities throughout all of Lancaster County.

### ***Strategies: Lancaster County Bikeways***

- Identify potential bicycle corridors in rural areas of the County based upon existing and planned activity centers and land uses.
- Identify corridors linking County bikeways to existing and planned City bicycle facilities.
- Explore opportunities for widening the shoulders of County roads adjacent to the City of Lincoln. This should occur when reconstruction or resurfacing of the road is planned. Safety should be a primary consideration.

## **BICYCLE AMENITIES**

A major element of the overall bicycle plan is the provision for adequate bicycle facilities as part of the built environment. For example, while parking for cars is routinely planned for, rarely is there a place where the bicyclists can lock or store their bicycle. These facilities can be public facilities or part of private development. In addition to basic bicycle locking and storage facilities, many communities and larger mixed-use centers provide basic shower facilities for commuter bicyclists.

Bicycle amenities should be considered during the planning of public and private developments.

### ***Strategies: Bicycle Amenities***

- Develop bicycle rack and storage requirements for new developments. Requirements should address design, location, and number. Requiring locker facilities in major developments should be considered.
- Provide functional bicycle racks and storage facilities in all major destination areas.
- Explore opportunities for trail head facilities for heavily used trails.



## **BICYCLE EDUCATION AND ENFORCEMENT**

The potential environmental, health, and traffic reduction benefits of bicycles should be promoted. Enforcing the vehicular code for both bicycles and motorists should also be pursued.

***Strategies: Bicycle Education and Enforcement***

- Develop a bicycle education program to promote bicycle awareness and safety.
- Provide police resources to enforce bicycle and vehicular traffic laws.
- Use the City and County's Internet sites and Cable Access Channel 5 to inform and educate the community about bicycles.

## PUBLIC TRANSPORTATION

Public transportation is an essential component of the transportation system and should be integrated with all other transportation modes. StarTran - the City operated transit system - provides fixed-route service, paratransit (Handi-Van), and taxi door-to-door demand responsive disability service. These public services are critical to those persons that are dependent on public transit services. These services are necessary for compliance with the Federal Americans with Disabilities Act. In addition to providing services for the transit dependent, StarTran also offers services as an alternative to the automobile for the non-transit dependent.

As a public service, StarTran transit service should be funded and supported similar to any other public service. A public transit system of a size and quality commensurate with the needs of future City of Lincoln and Lancaster County residents and businesses is an important element of the Transportation Plan.

Transit service, whether fixed-route or demand-responsive service, is intricately linked to many other governmental and planning actions. Providing transit fixed-route service relies upon direct pedestrian connections from the place where the trip begins to where the trip ends. Transit service reacts to the density of the City, transportation corridors and activity centers, as well as to the design of activities along those corridors and centers it serves. High travel corridors and activity centers with a mix of uses provide the demand that can effectively support higher levels of transit service.

Public investment and future development must balance all transportation modes. This balance includes accommodating the pedestrian and the private automobile - through construction of arterial roadways and construction and subsidies for high cost multi-level parking structures - while also investing in fixed-transit and demand-responsive services. The design of the City's infrastructure and roadway system must consider all transportation modes, including transit.

The evolution of an auto-oriented Lincoln has occurred over decades. It will similarly take time to restructure development patterns and uses to achieve an environment which can promote productive transit service.

One idea that should be further explored is Personal Rapid Transit (PRT), which is an individual demand responsive transportation service. The PRT term is most commonly used for a range of concept technologies that are a system of typically elevated one-way guideways connecting small stations spaced relatively close together. With the stations placed off of the main guideway, this will allow vehicles to by-pass the stations thus providing a non-stop trip. Current PRT designs envision small vehicles, or "pods", seating 3-6 passengers each, traveling at 25 to 50 mph from any origin station on the system to any other station in the system. This concept should be reviewed in the multi-modal study. (PRT amendment adopted by City Council; amendment denied by County Board.)



To achieve viable long range transit service for the City of Lincoln and Lancaster County in the year 2025, a number of broad policies and actions are needed to guide successful implementation and expansion of public transit. These policies and action items are described below.

## **BALANCED TRANSIT SYSTEM**

Providing transit services throughout the city requires balancing the number of routes, the frequency of service, and the hours of service.

### ***Strategies: Balanced Transit System***

- Monitor and modify transit services in response to changes in development patterns and users' needs.
- Consider transit service changes supporting the Comprehensive Plan's Vision of Downtown as a diverse center of activity. Such transit services should aid mobility within the Downtown and further the Downtown's role as an entertainment center.

## **TRANSIT-FRIENDLY DEVELOPMENT**

Effective public transportation service requires good pedestrian connections to and from transit stops, density of activities, and development designs supportive of transit riders. Pedestrian connections to transit must be direct and the sidewalk system must have continuity. Street crossings to transit stops must be safe. Productive transit service requires high-density land development patterns which link residential areas and employment, retail, and service centers. Development design needs to be transit friendly providing convenient access to transit services.

### ***Strategies: Transit-Friendly Development***

- Develop direct and continuous pedestrian access standards for new development and redevelopment projects.
- Promote mixed-use, high-density activity centers and corridors integrating transit-oriented standards as the project's design.
- Develop and implement transit-oriented design standards for new development.

## **MAXIMIZE TRANSIT PRODUCTIVITY**

The 2025 Plan needs to address both the coverage requirements for serving the transit dependent population as well as productive routes for capturing new riders and reducing congestion. Achieving higher productive routes requires strategic planning effort to direct growth patterns along transit corridors and concentrate activity into mixed-use activity centers.

Maximum transit coverage and maximum transit productivity forms the continuum of options for the transit provider. At one end of the continuum is the provision of fixed route transit services which should strive to balance geographic coverage with ridership productivity.

### ***Strategies: Maximize Transit Productivity***

- Develop incentives and land development policies promoting mixed-use, high-density development along transit corridors or areas with proximity to existing or future transit service.
- Monitor and modify transit services to maximize transit ridership.

## **MAXIMIZE TRANSIT CONNECTIONS WHEN STRUCTURING ROUTES**

As the city develops the need to serve additional populations and destinations will change and grow. StarTran routes should be modified to recognize this change in ridership and transit user needs.

### ***Strategies: Maximize Transit Connections When Structuring Routes***

- Near-Term: Maintain the current radial network to the Downtown and provide supplemental service to other portions of the urban area with convenient transfer options.
- Long-Term: Expand the modified grid system while maintaining the productive elements of the radial system serving Downtown. Reallocate less productive radial service into grid services by targeting emerging mixed-use activity centers and corridors.

## **ACCOMMODATE TRANSIT WHEN DESIGNING ROADWAY IMPROVEMENTS**

Roadway design should consider the needs of public transit, including bus turnouts, sidewalk connections to transit stops, safe street crossings, street lighting for security, and bus stops and benches.

### ***Strategies: Accommodate Transit When Designing Roadway Improvements***

- Develop and apply roadway design standards that support and promote public transit use. These standards should accommodate transit operations and rider safety and comfort.

## **EXPLORE REGIONAL AND COMMUTER TRANSIT SERVICE OPTIONS**

Travel between Lincoln and regional destinations (such as the Omaha metropolitan area) will increase during the planning period. The travel will include routine commuter trips as well as other discretionary travel. Public transportation may support this travel using a variety of transit delivery options including various vehicle types and service configurations. Planning and improvements might be considered to help promote and support the possibility of commuter rail for Lincoln beyond 2025. These strategies might include developing a multi-modal center in the Downtown area with immediate access to the existing rail service.

### ***Strategies: Explore Regional and Commuter Transit Service Options***

- Consider rail service and other transit modes to provide regional public transportation services (particularly between Lincoln and Omaha) during the interim and long term.

## **STARTRAN TRANSIT CONTRACT SERVICE**

Contract transit services typically operate with a higher level of ridership productivity and generate greater revenues than do traditional fixed route services.

### ***Strategy: StarTran Transit Contract Service***

- Pursue contract transit services funded by various local and federal government funds and rider fares. Other local options for collecting rider fares are through contracted services. One example is the University of Nebraska, which contracts for an inter-campus shuttle and city wide transit service. Through direct contract funding, all University faculty and staff pay no fares when using the service.

Contract service is common in university cities as it (1) provides the transit operator a large and compact ridership base to service, and (2) provides university students and faculty with convenient transit access. This type of contract

also benefits a city in which the university is located by reducing congestion.

***Strategies: Pursue Expanded Contract Transit Service Contracts***

- Pursue contracted transit service opportunities with employment, entertainment, and commercial uses.
- Develop a policy for encouraging major employment, entertainment, and mixed-use centers to utilize contract transit services.

**SPECIAL NEEDS DEMAND RESPONSIVE TRANSIT**



StarTran provides special transportation services for persons with disabilities in compliance with the Americans with Disabilities Act. Services include accessible fixed route buses, the Handi-Van service, brokerage, and taxi programs.

Special needs transit services are also offered to their clients by various local private organizations. Area-wide coordination of all special transportation services would make better use of available equipment and better meet the needs of persons with disabilities.

***Strategies: Special Needs Demand Responsive Transit***

- Pursue coordination with special transit service providers to promote improved operational efficiency and cost

effectiveness of special needs transportation services. This will include the coordination of such services to be determined through a planning process with stakeholders, including clients, agencies, and Startran.

**PARK-AND-RIDE OPPORTUNITIES**

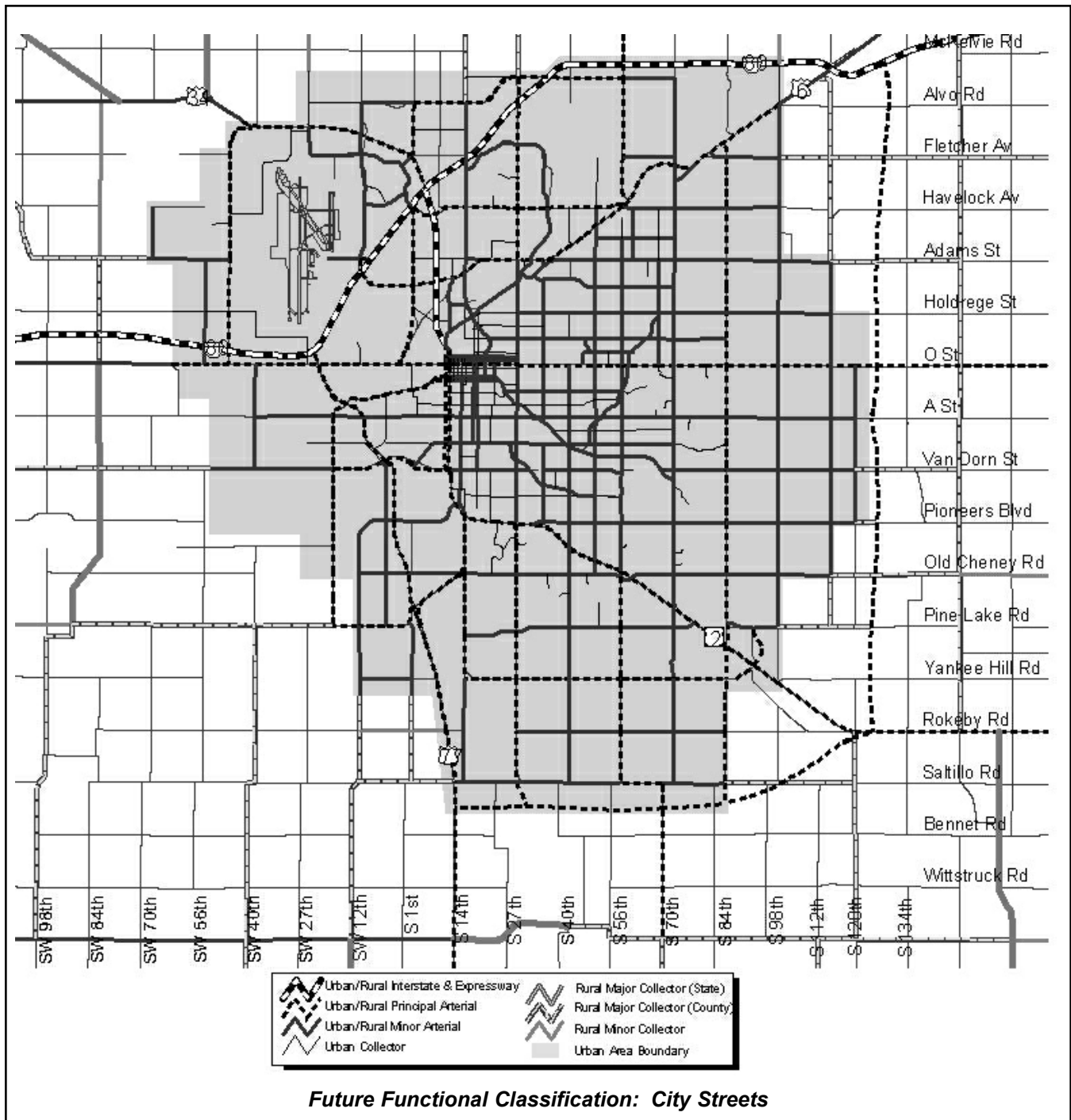
Establishing park-and-ride locations along outlying areas of the community could support transit connections to the Downtown and other mixed use centers. As Lincoln grows and expands its urban boundary, trip numbers will increase. Shifting some automobile trips to transit can reduce traffic impacts within the existing community, reduce the cost of parking in the central core, and provide increased mobility options for both future and existing development.

***Strategies: Park-and-Ride Opportunities***

- StarTran and the City-County Planning Department should define strategic locations in the community for park-and-ride facilities.
- Encourage future developers to work with StarTran and the City to include park-and-ride opportunities in their developments.

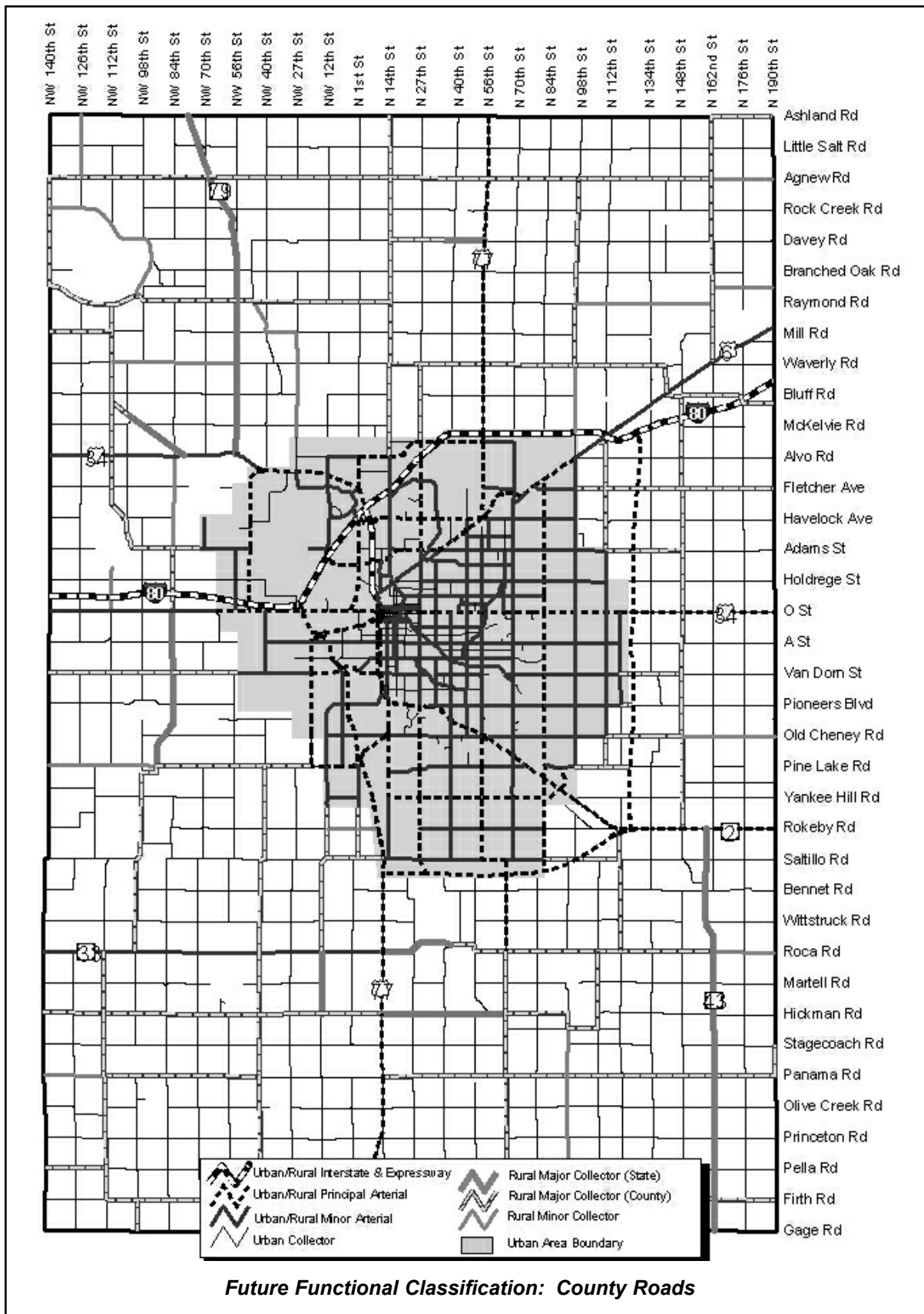
**LONG TERM PUBLIC TRANSPORTATION FUNDING APPROACH**

Enhancing transit usage should consider ways to ensure that public transportation service has committed, adequate



For other principal arterials, the concept of service to abutting land is subordinate to serving major traffic movements. Facilities within this classification are capable of providing direct access to adjacent land but such service is to be incidental to the primary functional responsibility of moving traffic within this system.

- B. Minor Arterials:** This functional class serves trips of moderate length and offers a lower level of mobility than principal arterials. This class interconnects with, and augments principal arterials, distributes traffic to smaller areas, and contains streets that place some emphasis on land access. These are characterized by moderate to heavy traffic volumes.



sewer), and may include specific or general plans for the private financing of improvements to the infrastructure supporting or contributing to the land uses in the annexed area.

The character of existing residential areas should be respected as much as possible during the annexation process. However, any annexation of existing residential areas will include some costs which must be the responsibility of property owners.

Annexation to facilitate the installation of improvements and/or possible assessment districts is appropriate if it is consistent with the annexation policies of the Plan listed above.

Plans for the provision of services within the areas considered for annexation shall be carefully coordinated with the Capital Improvements Program of the City and the County.



Each town in Lancaster County will have their own procedures for annexation.

## **ON-GOING COMPREHENSIVE PLAN ACTIVITIES**

While the Comprehensive Plan may have received formal approval, certain long-range planning tasks remain to be completed or continued as part of the Plan's implementation. These include:

**Interagency Cooperation and Coordination** – Broad involvement of numerous public agencies and departments were used in the Plan's formulation. The cooperation and coordination of efforts with these groups needs to remain in place during the Plan's implementation.

**Joint Planning Commission and Planning Department** – The City and County created a joint City-County Planning Commission and a single City-County Planning Department more than fifty years ago. This structure has served the community well over this period. It is intended that this structure remain in place as a means for furthering the implementation of the Plan.

**City-County Common** – The City Council, County Board, and Lincoln Mayor hold a joint meeting each month to discuss issues of common concern to them. This group is known as the City-County Common. The Common provides a regular opportunity for the elected officials to discuss planning issues of joint interest to them.

**MPO Officials Committee and Technical Committee** – Through the Metropolitan Planning Organization structure, the Officials and the Technical Committees lend additional policy and technical oversight to the process. These standing groups meet on an ad hoc basis to review, discuss, and approve matters relating to



the area-wide transportation planning process. This includes the annual MPO Work Program, Transportation Improvement Program (TIP), Annual Certification, Long Range Transportation Plan (LRTP) and other related studies and programs.

**Subarea Planning** – The Comprehensive Plan provides broad guidance for achieving the community’s stated Vision. Putting details to the Plan takes additional effort. One means of doing this is through the preparation of subarea plans. Subarea plans offer greater details about the intended future of an area of the community — including land uses, infrastructure requirements, and development policies and standards. Many of these subarea plans are prepared by the City-County Planning Department, while some are prepared by other agencies and departments. Subarea plans from the previous (1994) Comprehensive Plan carried over as part of this Comprehensive Plan include:

- North 27<sup>th</sup> Street Corridor Plan, RDG Crose Gardner Shukert, April 1997.
- Antelope Valley Major Investment Study: Amended Draft Single Package, City of Lincoln; May 1998, Updated November 1998.
- Investment Strategy for a Competitive Downtown, Leland Consulting Group; 1999.
- Wilderness Park Subarea Plan; February, 2000
- Stonebridge Creek Development Area at 14<sup>th</sup> to 27<sup>th</sup>, north of the Interstate; March 27, 2000.
- Greater Arnold Heights Area Neighborhood Plan; September, 2000.
- Southeast Lincoln/Highway 2 Subarea Plan; March 26, 2001.
- City-County Solid Waste Management Plan, Public Works and Utilities Department and Lincoln-Lancaster County Health Department; September, 1994.
- Ground Water Management Plan, Lower Platte South Natural Resources District; April, 1995.
- Consolidated Plan for HUD Entitlement Programs; FY 2000 Urban Development;
- Lincoln Water System Facilities Master Plan, Public Works and Utilities Department; April 2003.
- Lincoln Wastewater Facilities Plan, Public Works and Utilities Department; March 2003.
- Stevens Creek Watershed Study and Flood Management Plan, Lower Platte South Natural Resources District; March 1998.
- Beal Slough Stormwater Master Plan, Olsson Associates & Wright Water Engineers; May 2000.

As part of the Annual Plan Status Report process, the Planning Director should complete a yearly review of all subarea plans that become five years of age and older. This review would be for the purpose of determining the continued viability and relevance of those subareas plans to the Comprehensive Plan and the long range planning process.

As part of the first Annual Review Status Report of this Plan, some of the older studies that are not included as part of this Plan but for which updating consideration might be given include: 1989 Lincoln Area Trails Master Plan (w/1992 Supplement entitled State of the Trails Report); 1992 Mo-Pac East Recreational Trail Master Plan; 1987 University Place Neighborhood Plan; 1987 Woods Park Neighborhood Plan; 1990 Downtown Housing Plan with 1994 Update; and, 1996 Downtown 2001: Heart of the City Plan.

**Human Services Planning** - Explore points of common concern and emphasis between the long range land use Comprehensive Plan and the community’s long range health and human services Community Services Implementation Plan (CSIP). Enhancing the coordination of these two endeavors should be initiated and completed within two years from the adoption of the Comprehensive Plan.